

In the specification, following is the **marked-up version** of the amended **specification**.

**Page 1**, lines 15 – 21;

In the disclosure pertaining to US Letters Patent # 6,681,614, granted January 27, 2004, Apparatus for Testing Co-Efficient of Friction of a Road Surface, the frame of the apparatus is re-positioned by hand for its next cycle or operation. This invention is an improvement over the tripping and the manual re-cocking of the mechanism in the noted patent as well as providing for a mechanism that is suitable for efficiently re-positioning a variety of apparata which require re-positioning after a cycle or step of operation.[] .

**Page 5**, lines 1 – 14;

To a member such as a block 206 secured to or formed as part of a casting 209 that is a member of frame 214 of apparatus 200. A bearing 215, preferably a roller bearing, is suitably secured at the lever's point of resistance 216 opposing its pivotal mount 205. Bearing 215 is seated, FIG. 3, on a platform or ledge 217 that functions in a latching manner on bearing 215. Platform or ledge 217 is formed on or secured to a sleeve 220 threadedly mounted to a threaded standard 221 that projects through a co-operating bore 222 in block 206, thus, connecting standard 221 to frame 214 [[217]] . A handle 223 is suitably secured to sleeve 220 for adjusting the platform or ledge 217 [[117]] along the length of standard 221. A caster assembly 225, though not necessary should apparatus 200 not be portable or movable, is secured to the bottom of standard 221. It should be understood that the invention is not limited to its application merely to a rear-end caster assembly as illustrated in the disclosure of the noted patent or merely to a rear end of another apparatus.

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**Page 5**, lines 16 - 32;

A solenoid 227 is securely mounted by a flanged support bar 229 bolted to a backing plate 230 which in turn is securely fixed such as by bolting to casting 209, i.e., to frame 214. The solenoid's ~~[[Its]]~~ shaft 228 is connected to a link 231 that is an upwardly extending extension of lever 204 ~~[[216]]~~ ~~that is~~ and fixed to bearing 215,~~[[.]]~~ so that upon the pull of shaft 228 ~~[[227]]~~ in the energization of solenoid 227 ~~[[228]]~~ bearing 215 is linearly displaced from its latched state on platform or ledge 217.

**Page 6**, lines 1 - 7;

invention is applied. Socket-head cap screws 240 connect together the halves of clamp 239 for tightening about tubular member 26. It may be noted that since link 234 pivots in its action about its fulcrum 241 of link 234 associated with split clamp 239, the motion of the fulcrum in the end 237 of arm 232 is an arc and as such arm 232 does have a horizontal component of movement, although in the range of motion of apparatus 200, this horizontal component of movement can be treated as negligible.

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**Page 6, lines 9 – 30;**

In operation of the invention, after apparatus 200 has completed its cycle or operation, its frame, represented by casting 209, is in its lowered or non-operational position. FIG. 4 illustrates the non-operational position of apparatus 200, the bearing 215 of second-class lever 204 unlatched from platform or ledge 217. Further, it maybe noted that tire 60 engages the road surface or floor 78, which reflects that the cycle or step of operation of an apparatus, such as 200, is ended and in which the frame of the apparatus has shifted to its non-operational mode or position. To raise casting 209 and its frame and apparatus 200 to its upper or re-set position, prior to initiation of the next cycle or step of operation for apparatus 200, arm 232 is actuated by depressing foot pedal 233 on ~~[[of]]~~ pivotal arm 232. Arm 232 pivots about standard 221, FIG. 3, thereby moving its pivotal link 234, and along with it shifts split clamp 239 and its attached casting 209 that is part of the frame 214 of apparatus 200. Concurrently, bearing 215 again seats upon its platform or ledge 217, FIG. 3, re-cocking mechanism 202 and placing apparatus 200 into its operational or re-set mode. It may be noted in FIG. 3 that tire 60 now is elevated above road surface or floor 78, illustrating that apparatus 200 is in its re-set or operational mode. Also, Fig. 4 illustrates that after un-cocking of second-class lever 204, foot pedal 233 on pivotal arm 232 is in its elevated orientation so that mechanism 202 is ready for operation by depressing pedal 233 to once again re-cock second-class lever 204 by which apparatus 200 becomes operational.

**Page 7, lines 1 - 7;**

Further, in the operation of apparatus 200, solenoid 227 ~~[[228]]~~, in its energization, pulls its shaft 228 ~~[[227]]~~ and in so doing , draws or uncocks bearing 215 from its platform on ledge 217 that is coupled or mounted to standard 221 that is part of apparatus 200. Consequently, frame 214 drops, or shifts, thereby shifting apparatus 200 from its operational to its non-operational position. Elements other than solenoid 228 which perform the same function are contemplated within the scope of this invention.

**Page 7**, lines 9 -12 ;

Apparatus 200 can be elevated to any desired level from road surface or floor 78 by adjusting through the turning of handle 223 about ~~[[the]]~~ sleeve 220, and thus platform or ledge 217, to any point along the length of threaded standard 221. The depth of an apparatus may require such an adjustment.

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